

**Washington State
Department of
Transportation
Community
Outreach**

WSDOT is working with local communities to provide up-to-date, accurate, and consistent information.

For updates, visit:
**[www.wsdot.wa.gov/
projects/i5seattle](http://www.wsdot.wa.gov/projects/i5seattle)**

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Construction Schedules

I-5 Roanoke Vicinity Noise Wall Project

February–April 2004

- Complete noise analysis and finalize wall design

July 2004

- Complete plans, specifications, and estimates package

Spring 2005

- Advertise for construction bids and begin construction

Late Summer 2005

- Complete project

I-5 James to Olive Pavement Rehabilitation

Summer 2004

- Finalize design and begin community outreach

Fall 2004

- Advertise for construction bids

Spring 2005

- Complete construction over four weekends

I-5 North Seattle Bridges – Seismic Retrofit

Spring 2005

- Begin column jacket installation

Late Summer 2005

- Complete seismic retrofitting

I-5 Roanoke Vicinity Noise Wall Project

Builds noise walls along I-5 in the Roanoke and Eastlake neighborhoods. The walls will help reduce freeway noise at ground level residences and public spaces. We should begin construction in spring 2005 and complete the project by late summer 2005.

I-5 James to Olive Paving

Resurfaces a one-mile section of southbound Interstate 5 in downtown Seattle. Crews will replace existing asphalt with a stronger and more durable concrete surface on the two outside lanes of mainline I-5 between James and Olive Streets from the Seattle International Trade and Convention Center to Capitol Hill.

I-5 North Seattle Bridges Seismic Retrofit

Seismically retrofits seven bridges on Interstate 5 in North Seattle and Shoreline. We will bring these bridges to current seismic standards and reduce the chance of failure during an earthquake.



January 2005

Interstate 5 Construction Projects in Seattle

WSDOT will start work in early 2005 on three highly visible construction projects on I-5 in Seattle. We will build noise walls, repair and replace aging concrete slabs, and make some overpasses and ramps safer during earthquakes.



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I-5 Roanoke Vicinity Noise Wall Project

The Seattle neighborhoods of Roanoke, Harvard, and Capitol Hill experience high noise levels from I-5. When I-5 was originally built, noise impacts were not considered. Today, highway traffic noise is an increasing public concern and acoustic technology provides better ways to lessen the adverse impacts of this noise.

This project will reduce freeway traffic noise along some ground level residences and public spaces. WSDOT has worked closely with residents and community councils to determine the best wall locations given the project's limited budget.

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Two stages to build noise walls

We will build this project in two stages. This will reduce disruption to the neighborhoods and could reduce the amount of time needed to complete the project.

- Stage One – Construct a 840-foot wall on Harvard Avenue, extending from Roanoke to Hamlin Street. To build the Stage One wall, WSDOT must close the Roanoke exit from westbound State Route 520 over several weekends later this winter and spring. We will do everything we can to keep traffic moving and disruptions at a minimum.
- Stage Two – Construct a 900-foot wall along Boylston Avenue between Roanoke and Lynn Street. During Stage Two, all northbound lanes on Boylston Avenue will be closed for two-and-a-half months during construction. The Harvard Street on-ramp to I-5 will also be closed for up to five weekends. We will provide information about upcoming lane and ramp closures related to both construction phases via our web site, news releases, and e-mail updates.

Wall Aesthetics

The surrounding neighborhoods provided sketches of wall aesthetics they wanted applied to their future noise



cement moldings for the project team to cast the designs to the walls.

I-5 James to Olive Paving Project

WSDOT is preparing to resurface a section of southbound Interstate 5 in downtown Seattle. This is the first major I-5 rehabilitation project through downtown Seattle in nearly 40 years.



Contact Information:

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Roadway in need of repair

The dilapidated condition of I-5 through Seattle requires ongoing emergency maintenance repairs. These repairs are costly and disrupt traffic. The reconstructed lanes will extend the roadway's lifespan by 20 years, give drivers a smoother and safer ride, and reduce future disruptive and costly repairs. This \$3.4 million project is part of a larger plan to resurface I-5 through Seattle. Lessons learned from this project will help WSDOT prepare for more extensive and complex resurfacing projects.

Minimizing disruptions

WSDOT will close lanes on southbound I-5 on four weekends beginning in spring 2005. On two of these weekends, construction will reduce mainline southbound I-5 to one lane.

Original construction plans proposed five weekend closures instead of four. WSDOT reworked the project design to reduce the number of weekend closures of mainline I-5 and will close on-ramps and exit ramps instead.

Removing and replacing pavement is very noisy and causes significant vibration. WSDOT is making every effort to minimize inconvenience to drivers and project neighbors.

I-5 North Seattle Bridges Seismic Retrofit

WSDOT will seismically retrofit seven bridges on I-5 in North Seattle and Shoreline. Bringing these bridges up to current seismic standards will reduce the chance of failure during an earthquake.



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Seven safer bridges

We will seismically retrofit seven bridges in this \$2.4 million project:

- 42nd Street reversible ramp to I-5 express lanes
- 45th Street southbound off ramp from I-5
- SR 522, I-5 express lanes reversible ramp (Lake City Way)
- SR 522 on ramp to southbound I-5
- NE 85th overpass
- 117th Street overpass
- NE 195th pedestrian overpass

Crews will strengthen 22 columns with steel jackets and add restrainers on the end of the structures to decrease movement during an earthquake. The photo to the left shows a column jacketed in steel. Once retrofitted, the seven bridges will be able to better withstand earthquakes. The majority of bridges in Washington State are being made safer using this method. In addition, new concrete median barriers will be installed in front of the bridge columns to better protect motorists.